

CYCLECAR BUILDER WANTS NO SHOW YET

Says Industry Isn't Ripe for
Spring Exhibit in
New York.

DELLING REJOINS MERCER

Designer and Engineer Sues
Porter—Safety
Lock for Cars.

A protest against a cyclecar show suggested for the spring in this city is made by Philip Dellinger, general manager for the Cadillac Motor Corporation, a local concern in the cyclecar field. The suggestion to hold the show emanates from Mercer, says Mr. Dellinger in a letter to The Sun, and he considers it highly inadvisable because he believes the industry is nowhere near prepared for a show at the time indicated.

"I feel it my duty as one actually engaged in the manufacture of cyclecars to say that I believe it would be a mistake to hold such a show before January 1915. There is a vast difference between conducting an auxiliary exhibition of cyclecars in connection with automobile shows and holding a strictly cyclecar exhibit. I feel safe in saying that the majority of the manufacturers engaged in the annual production of cyclecars are not ready to exhibit at such a show."

These are busy days with them because they have more than they can do in perfecting their plans for production in order to take care of the already heavy demands, and those who attend shows know that they require time in which to perfect their product. A cyclecar is a small motor vehicle, and while in the case of being such it holds a relative position to an automobile, still it is not an automobile and requires everything in the way of special tools, dies, etc., in order to build in quantity.

"Parts manufacturers are in a less advanced position than the cyclecar manufacturers, for the majority of them have been waiting and watching developments and it is only within the last few months that they have instructed their engineering departments to get busy and prepare for the manufacturing of parts to be used in the building of cyclecars."

"The legitimate and sane manufacturer cannot outlay large sums of money for tools, dies, etc., until a standard of construction in a particular design or model has been reached. This requires time, and this is just what the manufacturer needs. Give him reasonable time and he will prove to the world that he knows how to build cyclecars."

E. H. Dellinger, engineer and designer, who was responsible for the earlier successful small Mercer motor, is back with his factory again in charge of affairs after an absence of two years. The resignation of Finley R. Porter made a place open again for Dellinger. It was the car of his design in the "300 inch" class which performed so well in the 500 mile race of 1912 and 1913. A car he built called the "Dellinger" ran well last year at Indianapolis.

A device to prevent the theft of automobiles which operates to stop the flow of gasoline to the carburetor when a combination is set is the latest thing of the kind on the market. This, it is expected, will help check the activities of the car thieves who have been so busy of late. The lock, which is a car with gravity feed is installed on the floor or chassis frame between the gasoline tank and the carburetor, and when pressure is used on the dash in the gasoline feed line, consists of a valve comprising a body in which are four cocks, each of which may be turned in any position dependent of the others and each of which is closed in five positions out of six there being six numbers stamped on the dial of each.

By the removal of a small screw each dial may be set at any one of the numbers desired, so that at any time the combination which opens the line of supply of gas from the tank to the carburetor may be changed by the owner. By the turning of one of the cocks or any number of them the gas supply is immediately cut off and it is impossible to turn the gas on again unless the proper combination is set or the lock disassembled. The device, which is made by the Security Auto Lock Company at 1733 Broadway, is designed not only to prevent theft but to avert danger from the under the hood and to stop gasoline from leaking out of the carburetor.

Michigan Track Squad Divided.

ANN ARBOR, Mich., March 19.—Michigan's track men will be divided into two squads led by Capt. Robert Howdy Seward for the varsity track meet Saturday in preparation for next week's races with Cornell here, which will close the local indoor season. While Coach Farrell is running off the varsity meet here in the final selections for the indoor team, ex-Capt. Carroll Haff will lead the Michigan relay team at Pittsburgh in the special two mile event against the Cornell team. Jansen, Grist and Murphy are the three other members of the team, with Brown, a member of last year's championship two mile quartet, the substitute.

COVEY TO PLAY COULD AGAIN.

Return Match in England Will Be Arranged for Next Spring.

PHILADELPHIA, March 19.—Apparently George F. Covey, world's professional court tennis champion, is not satisfied that Jay Gould, world's amateur and open titleholder, is his master at this difficult game despite the severe trouncing he received in the match which was finished at the Racquet Club yesterday. Mr. Gould an easy winner, having taken seven sets out of the eight played. This morning the Hon. Neville S. Lytton, who accompanied Covey to this country and who was his backer, announced that Covey would play a return match with Gould in England in the spring of 1915.

"It was understood thoroughly that we would receive a return match to be played in England in the event of him losing to Mr. Gould," said the English visitor, "and I will arrange the same to be played next spring."

"Mr. Gould played a wonderful game, a wonderful game, quite unbeatable, in my way of thinking at this particular time, but when you consider that he was favored by a home court and American balls he certainly had Covey playing under a strong handicap."

"Covey, a perfect stranger to America, was quite unused to the balls and was not quite a sufficient length of time to familiarize himself thoroughly with the court, and this was a drawback he could not overcome, no matter how hard he worked."

"Therefore I am quite sure that when Covey meets Gould a return match next year there will be a much different story to tell. The advantage then will be with us, and I know that Covey will do much better."

ROY THOMAS FAVORS BAN.

Penn Baseball Coach Believes He Should Be Kept Off Bench.

PHILADELPHIA, March 19.—Roy Thomas, baseball coach at the University of Pennsylvania, is very much in favor of the innovation recently adopted by several colleges barring coaches from the playing benches during games. He said this morning that he believes by the enforcement of such a rule the natural playing and managing abilities of the team captain will be developed and the members of the team will be placed entirely upon their own resources.

No definite step has been taken at Penn looking toward the disbarment of the baseball coach. The matter probably will be threshed out at the next meeting of the athletic committee and Penn, no doubt, will follow the lead of the other colleges.

Coach Thomas says the rule will result in a change in coaching methods which will make the coach more of a figurehead and the captain the actual pilot of his team.

Columbia A. A. Meeting Arranged.

The first open meeting of the Columbia University Athletic Association was arranged yesterday for April 3. The ill of the organization will be considered by both alumni and undergraduate members. The changes advocated by the student board in the selection of team managers and other reforms will be discussed in the Earl Hall auditorium.

CHARLESTON RACING RESULTS.

First Race—Two year olds; four furlongs—1. Mr. 102 (Nicklaus), 7 to 1; won; 2. Santo; 3. (Gordon), 2 to 1; 4. (Higginbotham), 1 to 1; 5. (Higginbotham), 1 to 1; 6. (Higginbotham), 1 to 1; 7. (Higginbotham), 1 to 1; 8. (Higginbotham), 1 to 1; 9. (Higginbotham), 1 to 1; 10. (Higginbotham), 1 to 1; 11. (Higginbotham), 1 to 1; 12. (Higginbotham), 1 to 1; 13. (Higginbotham), 1 to 1; 14. (Higginbotham), 1 to 1; 15. (Higginbotham), 1 to 1; 16. (Higginbotham), 1 to 1; 17. (Higginbotham), 1 to 1; 18. (Higginbotham), 1 to 1; 19. (Higginbotham), 1 to 1; 20. (Higginbotham), 1 to 1; 21. (Higginbotham), 1 to 1; 22. (Higginbotham), 1 to 1; 23. (Higginbotham), 1 to 1; 24. (Higginbotham), 1 to 1; 25. (Higginbotham), 1 to 1; 26. (Higginbotham), 1 to 1; 27. (Higginbotham), 1 to 1; 28. (Higginbotham), 1 to 1; 29. (Higginbotham), 1 to 1; 30. (Higginbotham), 1 to 1; 31. (Higginbotham), 1 to 1; 32. (Higginbotham), 1 to 1; 33. (Higginbotham), 1 to 1; 34. (Higginbotham), 1 to 1; 35. 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